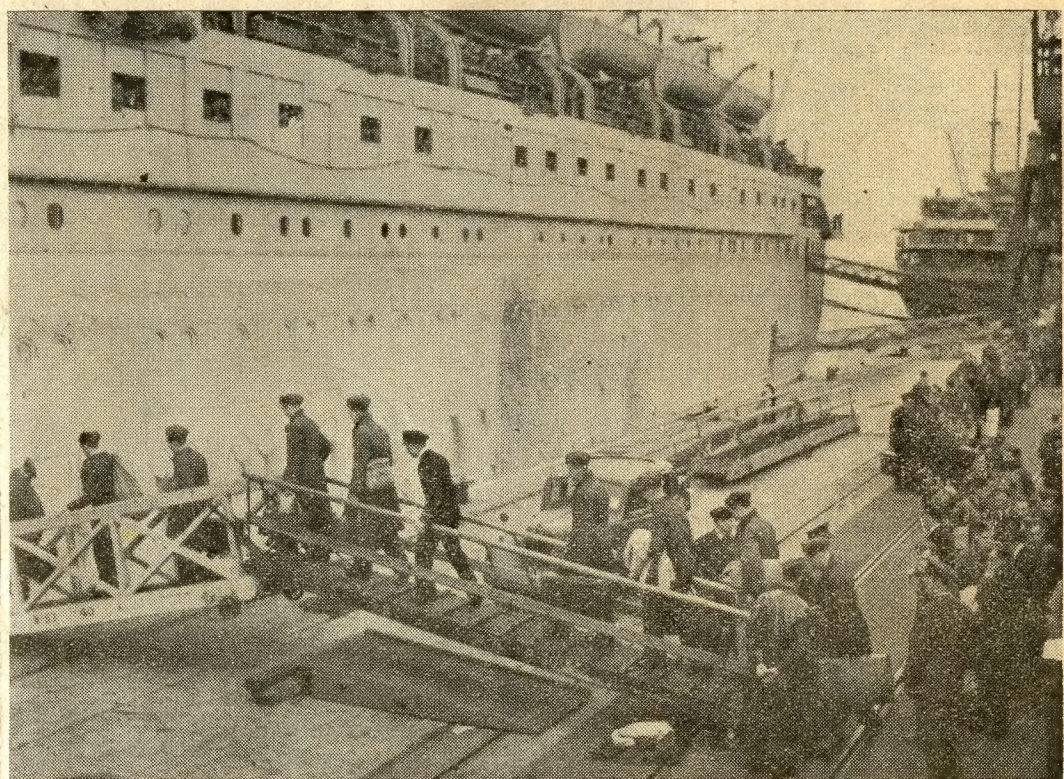
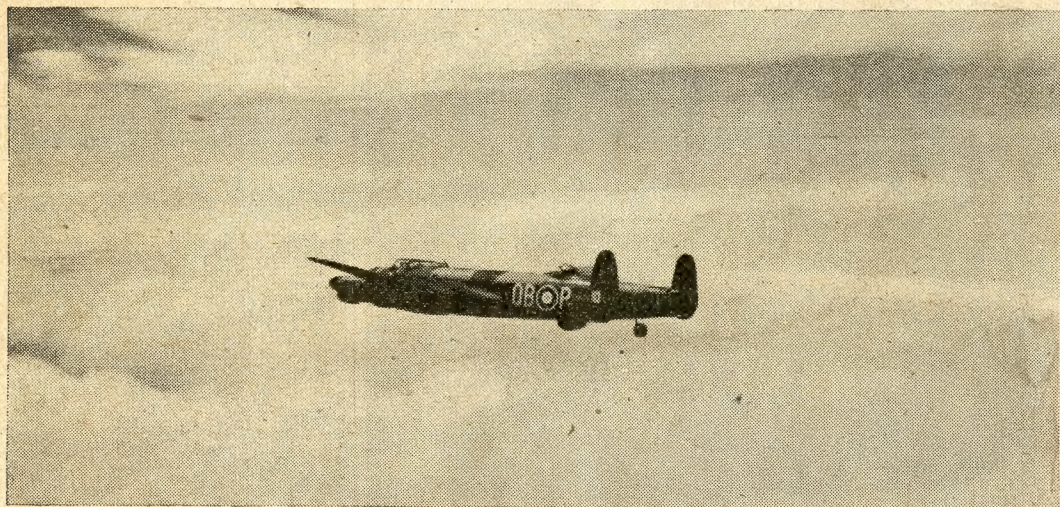


WESTWARD HO....

.... BY AIR

.... BY SEA



YOUNG OVERSEAS DEPUTY NAMED LEADER OF RCAF PACIFIC FORCE

Finale

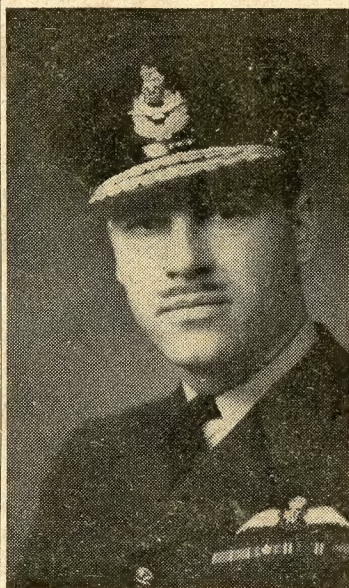
This is the 167th issue of "Wings Abroad"—and the last. After more than three years as the official chronicle of RCAF activities overseas, "Wings Abroad" ceases publication with this issue.

Air Vice-Marshal C. R. Slemon to Replace
McEwen as Commander of Aerial
Efforts Against Japan

HELPED FORM RCAF BOMBER GROUP

Air Vice-Marshal C. Roy Slemon, CBE, of Winnipeg and Bowmanville, Ont., has been chosen to replace Air Vice-Marshal C. M. McEwen, CB, MC, DFC and Bar, as commander of the RCAF Pacific force, it was announced in Ottawa last week-end. AVM McEwen has been forced to relinquish the post for medical reasons. Air Vice-Marshal Slemon is expected to complete his duties as Deputy AOC-in-C, RCAF Overseas, shortly, and fly home to accept the new command. He is expected to leave this week to assist in the organization of the Pacific force.

FAR EAST CHIEF



Air Vice-Marshal C. R. Slemon, CBE

The major question remaining unanswered about Air Vice-Marshal Slemon's new command is its size and nature. Canadian sources revealed that this decision is being held back by lack of strategic bases in the Pacific area.

Air Vice-Marshal Slemon came overseas with Air Vice-Marshal C. E. Brookes, CB, OBE, and with him formed the RCAF Bomber Group in 1942. He is proud of the group's record, and of his part in its formation.

"I am glad of the opportunity to follow through to the final job in the Pacific," he said, following his appointment. "We have learned many lessons during our operations in Britain, and the lessons learned here will be applied to the new phase in the Pacific."

AVM Slemon, at 40, is one of the youngest air officers in the RCAF. He joined the service as a cadet in 1923 after holding a commission in the COTC while attending the University of Manitoba. He later became a pilot officer in 1924, and joined the permanent RCAF in 1925.

He qualified at the RAF air pilotage course in England in 1929, and returned to England in 1938 for a RAF staff college course. During the peace-time years he flew over 100,000 miles of air mapping and exploratory flying operations in isolated areas of northern Canada, including the Arctic over an eight-year period.

He was named senior air staff officer at Western Air Command HQ in Canada in 1939 and in 1941 became air officer commanding Western Air Command for five months. He moved to AFHQ in Ottawa as director of operations and then came overseas to assist in the formation of No. 6 Bomber Group, and serve as senior air staff officer. He became acting AOC of the Group earlier this year, and in March replaced Air Vice-Marshal N. R. Anderson as Deputy AOC-in-C, RCAF Overseas.

MOSSIES LOST

London, Ont. (CP).—RAF Transport Command at nearby Crumlin reported loss of two Mosquito bombers which took off last week-end from Crumlin on a transport flight to Scotland. Two airmen are missing and two killed.

CANUCKS HIT NIP SHIPPING

Flying Boats Patrol
Gulf of Siam Waters

Former Canadian airways pilot, F/L Emile Christian Von Holstein Rathlouw, Almarville En Haut, Que., is having particular success in a new phase of Japanese anti-sea warfare. The Indian Ocean Air Force is operating with mounting intensity against Jap coastal shipping in the Gulf of Siam, and within the past fortnight, formidably armed flying boats have sunk or damaged more than 20 Nip vessels.

In three trips, Rathlouw attacked four Jap supply ships and brought back the location of a 10,000-ton tanker which was subsequently set on fire and sunk by Liberators. He sank two of the coastal craft, caused the third to run aground, and left a fourth badly damaged. The attacks were carried out in bad monsoon weather.

Another Canadian who has attacked the enemy's supply ships and damaged them is F/L A. L. Seward, Vancouver. He has attacked three and damaged two. He saw the crew of one dive to starboard and attempt to reach the shore.

"Once an escort vessel opened up with ack-ack guns as we approached," he said. "But we managed to make a near approach and return the fire. We then attacked one of the coasters and got a direct hit. There was an explosion, followed immediately by fire and dense black smoke, and then the vessel sank."

Air Chief Trying To Speed Repats

Ottawa (CP).—Air-Marshal G. O. Johnson, Overseas RCAF chief, said here he had been told Canadian airmen in Europe should be prepared to await repatriation until "well into next winter," but that he and his staff were "working as hard as possible" to speed homecomings before that time.

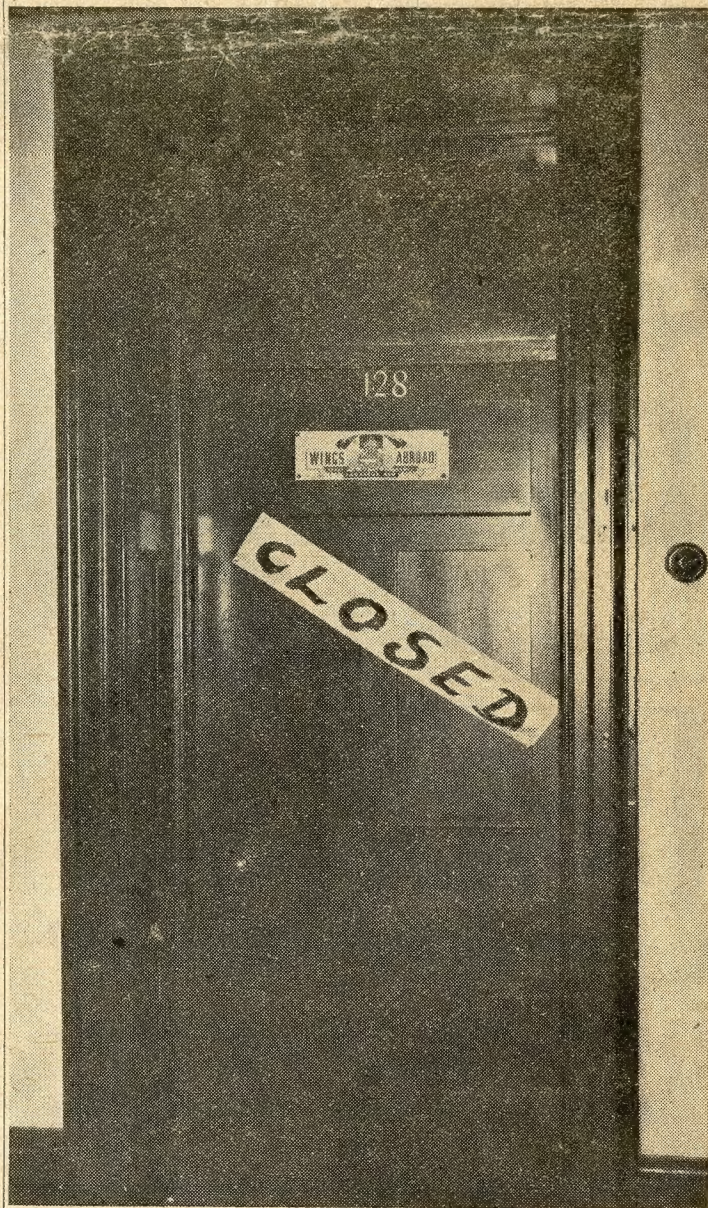
"The aim of my staff in London is to be scrupulously fair carrying out the policy of priority repatriation based on service," he said.

Cleveland Bosses Edmonton Mossies

One of the unit's outstanding pilots during its aircraft-destroying intruder days, W/C H. Cleveland, DFC, Vancouver, has been promoted to that rank and placed in command of the City of Edmonton Squadron.

He did his first tour with the squadron and had 9½ aircraft destroyed and one damaged when his tour ended.

Slowly and inexorably the props of RCAF aircraft and a horde of ships are beginning to churn the air and sea between the United Kingdom and the Dominion of Canada. Already flights of Lancasters have transported innumerable RCAF air crews and skilled ground technicians across the Atlantic. Ships have borne thousands of repatriated airmen and a sizeable number of RCAF Bomber Group personnel on the long trip home. For thousands of Canadian airmen it's the beginning of the end of a long trip. Within the next few months, the major portion of "Wings Abroad" readers will see a similar sight to those pictured above. The one below is in effect to-day. We're Kaput.



.... AND THAT'S THAT!

Liberators Plaster Jap Communications in Siam

Forty-six miles of the vital Banpong-Singapore Railway in Siam were raked with bombs and machine-gun fire recently by Liberators of SEAC manned by RCAF and RAF crews. Tracks were blown up, trains derailed, and cars set ablaze by low level attacks of the unopposed bombers. The raid was rated as highly successful.

"People seemed to take to the fields when they saw us coming in. We didn't see a Jap around. We certainly put a big hole in the railway line and saw rails and ties blown sky high," said F/L H. H. Marcou, pilot, Vancouver. "There was nothing left after we got through. The boys got in quite a bit of strafing. We bombed 10 feet in front of a standing locomotive and blew the tracks and embankment in all directions."

"They won't use that road for

a long time," said F/O S. C. Hoare, bomb-aimer, Toronto.

"We pranged locomotives with 12 cars that were loaded with Jap lorries. More than two-thirds of the cars were derailed and all set afire," related F/L Guy Fero-deau, pilot, Ottawa.

"We were down to 350 feet when we dropped our bombs and every one hit. It was a real good target," said F/O M. Rose, bomb-aimer, St. Catharines, Ont.

More Troops Will Arrive Next Week

Halifax (CP).—Total of 12,500 Canadian servicemen returning from overseas is expected to pass through this port within three days next week, when Aquitania, Lady Nelson and Pasteur dock here.

Seven thousand three hundred of the men are in the Army, 4500 in the RCAF, and 700 in the Navy. The "Aquitania" is expected to arrive on Wednesday, the "Lady Nelson" on Thursday, and "Pasteur" on Friday.

Halifax security restrictions on and Mayor Alan M. Butler has been asked to form a civic welcoming committee to meet the returning soldiers from overseas, and handle any arrangements for a welcome by a public general announcement, DND at Ottawa said Saturday night.

"Ici et Là"

Le sous-lieutenant d'aviation J. I. Pelletier, DFC, de Flin Flon Man. dont l'avion avait été attaqué à deux reprises par des chasseurs allemands puis gravement endommagé par la DCA au-dessus de Russelheim en a fini avec ses expériences de guerre. Il est maintenant attaché à une école de la RAF comme moniteur de tir aérien.

Le sous-lieutenant d'aviation Roger Savard de Montréal a visité cette semaine ses camarades de guerre à l'escadrille Buffalo. Ils furent tous agréablement surpris car on le croyait mort lorsque son Beau-fighter fut mis en flammes au-dessus d'un fjord de Norvège.

Mais ce jeune pilote s'en est bien tiré; il fut d'abord prisonnier au Danemark, ensuite en Allemagne où son camp fut libéré par l'armée russe en mai dernier. Après quelques jours à son ancienne escadrille de défense côtière, le lieutenant Savard retourna au centre de rapatriement d'où il doit s'embarquer pour le Canada.

L'aviateur - chef Gérard Lauzé, rue Centre, Pointe St-Charles a eu la visite de son cousin Jean-Paul Pigeon du Régiment de la Chaudière, arrivé récemment d'Allemagne et qui passait quelques jours de permission à Londres. L'aviateur-chef Lauzé est attaché au Quartier Général de l'aviation canadienne, au département des archives.

Le sous-lieutenant d'aviation Paul Bernier, Ave York Montréal est impatient de commencer son service actif et il ne demande qu'une chose: partir pour l'extrême Orient au plus vite puisqu'il n'a pas eu la chance d'essayer ses mitrailleuses contre les avions allemands.

L'aviateur - chef Paul Trudel de Lévis, Mécanicien à une escadrille de défense côtière est en permission à Preston, une petite ville du Yorkshire. Son ami Jos Yvonne de Sidney, N.E., armurier à la même escadrille est allé chez des amis écossais près d'Aberdeen.

CAPRICE



Seeing the world with the RCAF, F/O Mel Melatini, Trail, B.C., steps off at the Isle of Capri, where, according to the tinpan alley ditty you are quite liable to meet a pretty girl. Mel met Elsie Garguilo, who consented to act as his guide. (Official RCAF Photograph.)

Le lieutenant de Section Jacques Taché de Québec, est très impatient de partir pour le Canada. Attaché au centre d'accueil il espère rejoindre l'escadrille "Alouette" où il compte beaucoup d'amis. Le lieutenant Taché s'est enrôlé dans l'aviation canadienne en 1928 à l'âge de 18 ans et il est bien connu dans le mode du ski; il remporta le championnat de la Vallée du St-Maurice en 1933.

GROUND MEN SAIL FOR HOME AFTER SEEING SERVICE IN UK

Erks in High Spirits as They Board "Aquitania"; Some Hope to Revisit

Another draft of Canadian airmen sailed for Canada from Glasgow last week, most of them ground men from squadrons where the air crew already have flown home. The men were in high spirits as their train rolled through Glasgow to the docks, and they were given a rousing send-off from the local inhabitants. Five minutes after reaching the dock they were put aboard tenders to take them to the ocean liner, the "Aquitania," in which they were sailing.

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Montreal Hostess Talks RCAF Lingo

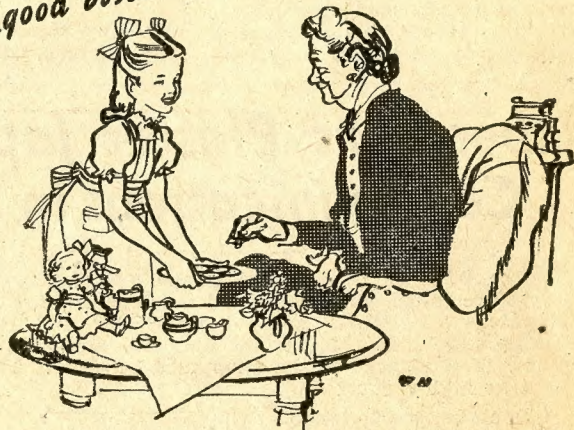
Girl is First Canuck Civvy to Enter Reich

First Canadian civilian in Germany and the first uniformed woman most of the German, Russian and Polish residents of the district have ever seen, Hostess Dorothy Ogilvie, Montreal, talks the language of the men who have travelled and seen much since the war. Hostess at the Steinbude rest camp operated by the K. of C. in Germany, she chats with airmen of 83 Group in 2nd TAF and knows what to say. She has been overseas 51 years after crossing the Atlantic in October, 1939, to join the Women's Mechanised Transport Corps. She drove in France for six months before Dunkirk. Two days after the French capitulation, she escaped through St. Malo just eight hours before the Germans occupied it. For the next three years she drove in London through the blitz. Then she was attached to a Canadian Red Cross hospital and engaged in occupational therapy. She joined the K. of C. services in November, 1944, and was posted to Eindhoven, Holland.

ATHLETE KILLED

Toronto (CP).—F/L Jack Frizelle, former Balm Beach football and paddling star, was killed Wednesday when his plane, flying low, hit an army truck near Kingston.

"Jolly good biscuits, Granny!"



Beryl loves to play the little hostess. Like Mother and Granny, she entertains her guests with Weston biscuits. Biscuits made in spotless factories, where the finest ingredients obtainable are

blended to perfection. Biscuits as nourishing as they are nice—rich in energy-giving goodness. A favourite choice to-day is Weston Rich Digestive, 1/4d. a pound.

Weston ALL THAT'S BEST IN BISCUITS

CASUALTIES

KILLED IN ACTION

F/O S. G. ARLOTTE, Toronto; F/S A. G. BRADLEY, Toronto; F/O D. A. BUCHANAN, DFC, Windsor, Ont.; F/S J. A. CHISMORE, Port Arthur, Ont.; W/O C. E. CRUICKSHANK, Vancouver; F/O J. A. GIBBS, Penikese, B.C.; F/O J. GINGRICH, Calgary; F/O T. R. HALL, STONE, Vancouver; F/O W. R. KERNS, London, Ont.; W/O E. P. KNIBBS, Toronto; F/S J. LEEMING, Montreal; F/O J. A. MacLENNAN, Victoria, B.C.; F/L J. D. ROSS, Elgin, Man.; F/O J. R. SEECAR, Welland, Ont.; W/O J. M. SOUCIE, Moonbeam, Ont.; F/O D. W. SPENCE, Windsor, Ont.; F/O J. M. STUBBS, Arnprior, Ont.; F/O W. G. TALOCKA, Winnipeg; F/O W. G. WHITTON, Paris, Ont.; F/O M. WILBEE, Stratford, Ont.; W/O F. G. WRYNN, Moncton, N.B.; F/L W. F. HODGES, Toronto.

MISSING, BELIEVED KILLED IN ACTION

Sgt. F. J. CONWAY, Toronto; F/O K. G. JOHNSON, Gimli, Man.; F/O R. L. McILLAN, Vancouver; F/O G. L. PASSMORE, Hensall, Ont.; F/O W. J. SCHROEDER, Centuria, Ont.; F/O R. TALBOT, Victoria, B.C.; F/O J. F. WARRELL, Washington, D.C.; F/O N. ZAKOW, Windsor, Ont.; F/O R. J. WEBB, Toronto.

MISSING

F/O O. W. ARMSTRONG, Rossburn, Man.; F/L J. P. BARLOW, F/S L. H. BEAUMONT, Glen Williams, Ont.; F/L D. E. BERRY, Ottawa; F/O S. B. S. BISHOP, Portneuf, Que.; F/O E. BLOOM, North Bay, Ont.; F/O W. E. BLUNDERFIELD, Toronto; F/S E. C. DUFRESNE, Lancaster, Ont.; F/S P. F. ENGLISH, Windsor, Ont.; F/O K. K. FENSKE, Vancouver; F/L T. E. GALLIVAN, Sydney, N.S.; F/O K. M. HAMMOND, Bracebridge, Ont.; F/O R. W. HODGSON, Winnipeg; F/O F. E. HOGAN, St. Albert, Alberta; F/O C. H. HOWARD, Toronto; F/O W. J. JACKSON, Winnipeg; F/S D. W. JOHNSTON, Ottawa; W/O A. M. JONES, Charlottetown, P.E.I.; F/O J. A. F. McDONALD, Grand Forks, B.C.; F/O W. E. McLEAN, Toronto; F/L E. MAGEE; F/L N. D. MARA, DFC; F/O B. W. MARTIN, Golden Prairie, Sask.; Sgt. W. F. HAYYET, Bancroft, Ont.; F/O W. L. MELBOURNE, Toronto; F/O W. J. HURST, Collingwood, Ont.; F/S R. A. NISBET, Ardath, Sask.; F/L C. J. ROBINSON, Arnprior, Ont.; F/S D. G. RUSSELL, Fonthill, Ont.; W/O B. T. SHEERAN, Montreal; Sgt. R. G. E. SILVER, Winnipeg; F/L G. H. THOMSON, Lethbridge, Alta.; F/O A. J. TYRRELL, Sgt. R. R. VALLIEH, Kingston, Ont.; F/O C. W. WALFORD, Toronto; F/L C. A. WALKER, Fort William, Ont.; F/S J. F. BROWN, Owen Sound, Ont.; F/O F. A. COOMBS, Rosemary, Alta.; F/O J. KENNY, New York; F/O D. C. McNE; F/L E. SPANKIE, Perdie, Sask.

KILLED ON ACTIVE SERVICE

F/O H. G. CHRISTIE, Toronto; Sgt. A. W. HEARD, St. Mary's, Ont.; F/O W. H. MATHESON, Campbelltown, N.B.; F/L C. T. H. MacINTOSH, Brampton, Ont.; F/O K. M. PRIDHAM, Pickering, Ont.; F/O A. J. SNETSINGER, Dickinson's Landing, Ont.; A. B. RUMMERS, F/O E. D. TAIT, York County, N.B.; F/O T. H. R. MacAULAY, Winnipeg; F/O R. E. MacDONALD, Little Pond, P.E.I.; W/O B. H. McLELLAN, Ottawa.

DIED ON ACTIVE SERVICE

S/L J. S. RUTHERFORD, Montreal.

PREVIOUSLY REPORTED MISSING NOW PRESUMED KILLED IN ACTION

F/O C. A. CAMPBELL, Toronto; F/O C. D. LAMB, New Toronto. WOUNDED OR INJURED IN ACTION. F/O W. C. BROAD, Toronto.

WOUNDED OR INJURED ON ACTIVE SERVICE

W/O B. PROPOS, New York.

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One of a famous Trio
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- NAAFI** clubs in Britain and overseas offer many amenities for Canadian Forces.
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NAVY, ARMY AND
AIR FORCE INSTITUTES

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SHRINE MARKS FLIER'S GRAVE

Danes Pay Tribute To Unknown Airman

Near the Danish village of Oksbol is a small shrine marked by a shattered propeller. It is the grave of an unknown British airman killed on the night of January 29, 1944, when two Lancs collided in mid-air.

The grave is the symbol of resistance and loyalty of the Danish people. Before the Germans could remove all the bodies of the bomber crews a Danish farmer secretly buried the one that now lies near Oksbol. In that quiet grave it lay peacefully until June 5, Denmark's Constitution Day.

On that date, one linked with Danish history for 100 years, the unknown airman's grave was consecrated and accorded full military honours at an impressive public service. Representing Canada were airmen from a nearby Typhoon airfield commanded by G/C D. Nesbitt, DFC, Montreal.

A Canadian escort and firing party lined one side of the shrine. On the other stood Danish Free Forces. In Danish and English, the service was conducted by Pastor Erich P. Alshaug and S/L Handley Perkins, St. Thomas, Ont. Mrs. Alshaug, the former Baroness Berner Schilden Holsten, translated the eulogy.

Nazi PoWs Make Deadly Crossbow

Ottawa (CP).—A crossbow with steel arrows perfected secretly and tediously from bed wire, iron strappings and bits of rubber by Germans at a Western Canada PoW camp, was discovered and confiscated before it could be used, and is now exhibited in the war museum here. The bow is powerful enough to send arrows through one-inch wood at 25 yards.

LAST ACT CURTAIN



As the final edition goes to press, custom dictates that the staff of WINGS ABROAD shed the comforting cloak of anonymity and for the first and last time face the camera as a group. Seated from left to right are: Cpl. W. J. Marks, Timmins, Ont., news editor; Sgt. J. L. Wild, London, Ont., editor-in-chief; Cpl. W. R. Webster, Fort William, Ont., feature editor; standing LACs W. F. Crowe, Toronto, circulation; E. A. Whitebone, Saint John, N.B., advertising; K. R. Thomson, Toronto, editorial; E. W. B. Clarke, business manager.

Since the first edition in April, 1942, nineteen people have served on the full-time staff of WINGS ABROAD. F/L E. B. Reid and

F/L (now S/L) E. A. Spence, Strathroy, Ont., did the extensive groundwork that led to the first edition. S/L Spence carried on as editor until Sgt. E. P. Duval, Calgary, who was followed a month later by the present editor.

Others who have been employed on the full-time staff are: Mrs. H. R. Macdonald, Edmonton; P/O John Badger, Montreal; Cpl. J. Binkley, Sgt. C. Brower, Sgt. E. Abel, Montreal; Cpl. J. S. Turnbull, Regina; LAC H. B. G. Wilson, Toronto; LAC C. H. Laveman, Winnipeg.

Only the supervision of successive Directors of Public Relations and the untiring efforts of the news editors, public relations officers, photographers and other staff of DPR made this official RCAF newspaper possible.

WINGS ABROAD received essential co-operation, greatly appreciated by its staff, from part-time correspondents on many stations, numerous circulation agents who worked without remuneration or recognition, the Auxiliary Services, Air Ministry and Ministry of Information officials, the postal staffs of the RCAF and the British GPO, many civilian organisations in Great Britain and, of course, the advertisers, many of whom supported the paper during its entire 3½ years of publication.

Canuck Troops to Train in Kentucky

Ottawa (CP).—Canada's Sixth Pacific Division, perpetuating the fighting names and fighting regiments of the First Division that battled in Europe, will get down to serious training in Kentucky in early September, it is announced.

In a Washington interview, Major General Bert Hoffmeister said 28,000 European veterans had volunteered to serve with the limited force of 30,000.

He would not say when the formation would be ready to take on the Japs, but noted that the great majority of men were experienced and they should complete training quickly. He also said that Canada would be paying for supplies and equipment and services received while the 6th Division served under the overall United States command.

RCAF Spitfire on Show In Copenhagen Exhibit

"F for Freddie," an RCAF Wolf Squadron Spitfire, and battle-hardened veteran of the Ardennes push, the Rhine crossing and the last drive into Germany, is in Copenhagen to star in a RAF exhibit in the Magazin du Nord in the Danish capital. The four-man Canadian ground crew, who have waited on Freddie since the kite came to the unit, will share the limelight with their charge.

BENEDICTION



Air Marshal Johnson.

It is little more than three years since WINGS ABROAD came into being as the official weekly newspaper of the RCAF Overseas. With this, the 167th edition of the paper since April 22, 1942, WINGS ABROAD ceases publication, its job done.

WINGS ABROAD has played a highly important role in the life of the RCAF Overseas. It has kept airmen and airwomen of the Service all over the world acquainted with the exploits and activities of the many squadrons, units and groups of Canadians. It has provided a week-to-week authentic record of the glorious work of the RCAF. It has definitely contributed to the all-important job of sustaining a high level of morale among Canadian men and women far away from home.

I think I express the sentiments of all RCAF personnel overseas when I say to WINGS ABROAD and its staff who have worked so tirelessly and painstakingly to bring out the paper each week, "well done!"

Many of us, when we picked up our copy of WINGS ABROAD in the mess, the canteen or the office, did not realize the diffi-

"F for Freddie" by May 5 had flown 220 hours on 107 ops. It had destroyed five enemy aircraft in the air and two on the ground, two tanks, 15 motor vehicles, and two locomotives. In addition, it sent two other tanks, 25 vehicles and four locos on to the damaged list.

In the last days of the war the plane staged three successful shipping strikes in Baltic waters, scoring a direct hit with a high explosive bomb on a large passenger vessel, and damaging two cargo vessels in other bombing attacks.

Three pilots between them flew 69 of the plane's sorties. Under the RCAF system no one man flies an aircraft exclusively and more than a dozen Canadians attacked the enemy in "F for Freddie."

They include S/L Al Fleming, Smith Falls, Ont., F/L H. R. Finley, Montreal, and F/O George R. Nadon, Temiskaming, Que. S/L Fleming flew 45 ops. in the plane, and the other two each flew 12.

Cpl. G. N. Stiles, aero-engine fitter, Edmonton, heads the ground crew now guarding the plane. With him are the three men from the Wolf servicing echelon, who have slaved over the kite between flights. They are LAC T. N. Trembath, fitter, Parry Sound, Ont., LAC S. C. Raymond, airframe rigger, Charlottetown, and LAC L. E. Wilson, armorer, Winnipeg.

The Wolf squadron was the first fighter unit in 2nd TAF to be equipped with the Spitfire XVI. Freddie arrived on December 4, and was on the job when the cease fire sounded. Most of the other Spit XVI's acquired at the same time were written off as casualties or through exhaustive service.

culties which often attended the job of getting the paper out on time. Publishing a newspaper in war-time Britain has not always been easy. Paper and printing problems have often arisen; space limitations have always necessitated the most careful selection of items for publication from the thousands of stories available. Nevertheless, I think it can be said that most of the overseas work of the RCAF has been adequately "covered" at one time or another.

In bidding good-bye to WINGS ABROAD, I am happy to compliment its staff on having done its allotted job efficiently and well.

G. O. JOHNSON,
Air Marshal.



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McEwen Flying in Last Canadian Lanc to Leave

Final homeward-bound Canadian-built Lancaster of the RCAF Bomber Group in Britain, took the air from the Beaver Base in Yorkshire early last week carrying among its passengers Air Vice-Marshal C. M. McEwen, CB, MC, DFC and Bar, Air Officer Commanding the Group. The AOC travelled in "Malton Mike," the last plane involved in the major transportation move. It was the 300th Lancaster built in Canada and had been christened by McEwen in Canada this spring.

The operational career of "Malton Mike" with the Moose Squadron was cut short by the European war. It had taken part in the bombing of the island of Wangerooge in the Frisians on April 25, the last attack by Group forces.

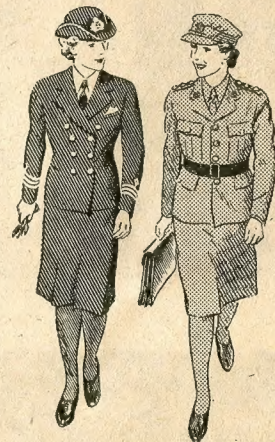
On its return trip it was flown by a special crew headed by W/C D. J. McQuoid, DFC and Bar, Summerberry, Sask., pilot; P/O A. W. Bishop, Montreal, engineer; S/L J. F. Roberts, Toronto, navigator; P/O J. W. Farrish, Gorrie, Ont., gunner; P/O Edward Hall, Toronto, gunner; F/L H. C. Windt, Smithers, B.C., second navigator; F/O P. A. Maundrell, Armstrong, B.C., wireless operator.

W/C McQuoid is a veteran of 104 trips, and each man in the crew has had active service, some for three and almost four years. Passengers in addition to Air Vice-Marshal McEwen are his personal staff officers, S/L A. C. Holmes, St. John, Nfld., and S/L R. B. Hoodspith, Belleville, Ont.

Making his first flight in an aircraft is McEwen's Scotch terrier, "Black Mike," the same nickname by which his owner is known to all Canadian airmen.

Prior to his departure, the air vice-marshal issued the following message to all personnel remaining on the stations which he had commanded:

"The Canadian Bomber Group, which has been born out of the European war and which has played such a worthy part in that war, is breaking up to be reborn in Canada for fresh trials and triumphs in the Far East. Today, I myself am leaving for Canada in the last bomber of the first homeward wave, and the time has come for me to say good-bye to you all. I want you to know that I bid you farewell with a heavy heart but with a heart full of gratitude for the loyal support you have given me and full of pride for your magnificent work. No group commander could have had a stronger, better or more united family behind him. Good-bye, good luck and God bless you all."



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needs a touch of soothing Sloan's Liniment. It stimulates the circulation, relieves congestion and soon ends the wearying aching pain in the loins and back.

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SLOAN'S Liniment Kills Pain

'Spread Joy up to the Maximum'



HOME TALENT HELPS WRECK WEARY HOURS

Entertainment Unit Eliminates Negative

When the RCAF went to war in 1939 one of the first things its administrators realised was that at all costs its fighting men, and in no less a degree its airwomen, could never operate at the peak of efficiency unless their morale was maintained at the highest possible standard.

Entertainment, to keep RCAF personnel amused, to help weary hours along on lonely stations, and to give men and women something different from war thoughts if only for short periods, was one of the ways devised by the RCAF for sustaining morale.

Since the war started no less than six RCAF concert parties have been maintained overseas. Their artists, both men and women, have worked long hours, travelled laborious journeys, and have given up their leisure moments to do extra duty that the men who flew, the men who kept them flying, and the women who were sent overseas to release men for more vital work, might spend a few hours of enjoyment and laughter.

These RCAF concert parties, "Blackouts," "All Clear," "W-Debs," "Tarmacs," "Swingtime," and "Airscrews," have up to now played approximately 1,180 performances to something like 603,000 serving and civilian personnel in the British Isles and on the Continent.

"Blackouts," a mixed company, arrived in Britain in November, 1943. It was produced by the entertainment section at Air Force HQ, Ottawa, with S/L Robert Coote, London, Eng., and California, ex-Hollywood film actor, and son of the late noted English comedian, Bert Coote, as director. "Blackouts" have played more than 300 performances, including a tour of the Continent where they still are, to some 200,000 people.

It was the first of the companies to go across the Channel, and the women in its cast were the first WDs to go to the Continent. RCAF, RAF, British and Canadian Army, and RCN personnel, and those of many other military organizations have all been numbered among "Blackouts" audiences. The company is managed by Flt/O Mary Carry, Toronto.

"All Clear," produced by S/L Coote, and managed overseas by Flt/O Alice Farenholtz, Elmira, Ont., arrived in Britain in August, 1944, and to date has a record of 150 performances played to approximately 65,000 people.

In June, 1944, the all-girl show, "W-Debs," bristling with talent, arrived in the UK, and since has played in London, Edinburgh, and on stations through the British Isles, even travelling to remote parts of Northern Scotland to bring music and cheer, and a touch of longed-for femininity, to men of the RCAF far from cities and towns.

The "W-Debs" have given 200 performances to 85,000 people. Originally managed overseas by Flt/O Lola Thompson-Davies, Ottawa, the party is now managed by Flt/O Jane Gage, St. Anne's, Que., following Flt/O Thompson-Davies' return to Canada.

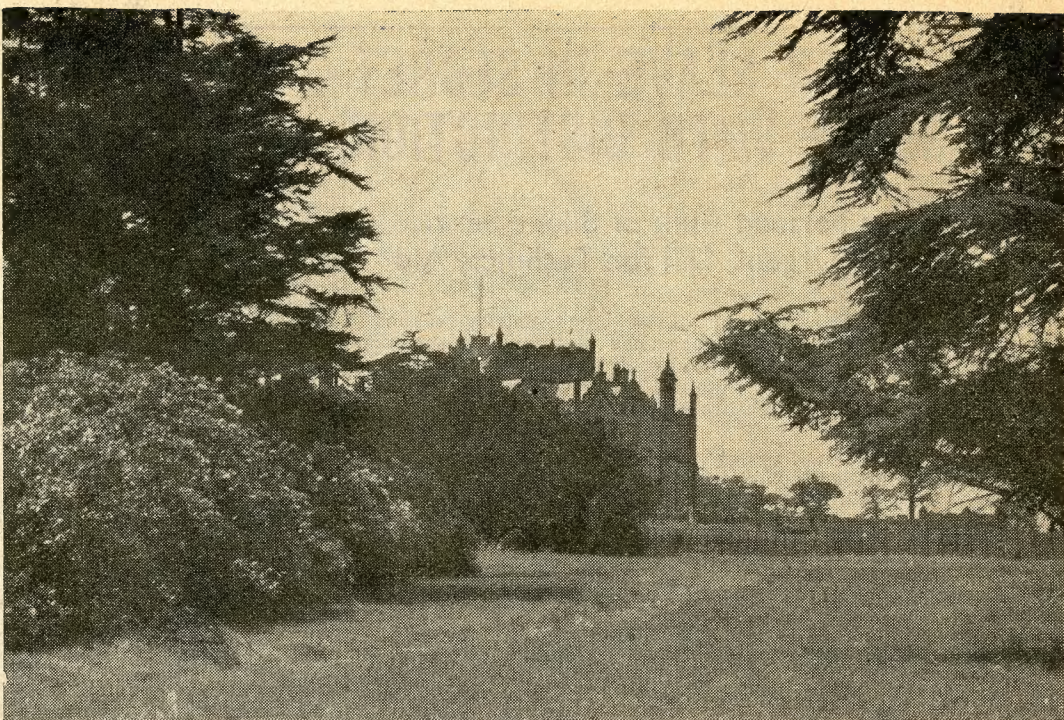
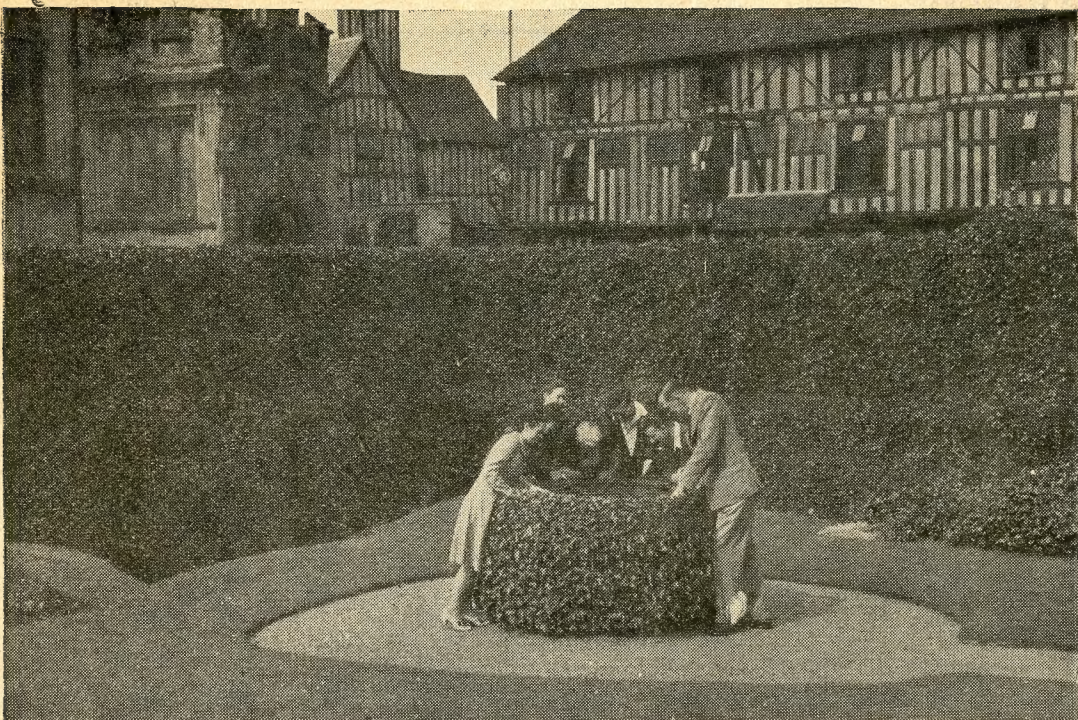
The "Tarmacs" show, an all-male unit, was the first concert party formed in the UK. It was organized in October, 1943, under the Auxiliary Services Branch of the RCAF, and is run under the auspices of the Canadian Auxiliary Services. The "Tarmacs" have played 400 performances to something like 185,000 people in all parts of the UK and on the Continent, with Sgt. Ted Cohen, Winnipeg, where he is well known in the entertainment world, as their leading light. OC of the "Tarmacs" is F/O Don Francis, Montreal, a former air-gunner.

Commanded and produced by F/L Al Day, ex-air crew, Owen Sound, Ont., "Airscrews," another all-male show, arrived in Britain in June, 1944, after being organized by S/L Coote. Since that time, they have given 110 performances to 33,000 people, including many on the Continent.

The "Swingtime" party was the last entertainment group to arrive in Britain from Canada. It reached these shores in October, 1944. Produced by F/L Fraser Lister, Victoria, the company was originally known as "Joe Boys," the first full-time RCAF concert party organized in Canada. Another all-male unit, "Swingtime" began its career in September, 1942, at Western Air Command, where it was formed, and while in Canada played more than 400 shows. Since reaching Britain it has ap-

(Continued on page 8, col. 1)





“... this England!”

By F/L A. F. TINSLEY,
RCAF Public Relations Officer

SINCE the RCAF arrived in the United Kingdom to help win the Battle of Britain and later Allied victories, Canadians have operated from every part of the British Isles.

It would be difficult to enumerate all the places from which RCAF personnel, either as all-Canadian squadrons or as Canadians in the RAF, operated, but all were historic—for there is no part of Britain that is not. Many Canadian squadrons were based in or near some of the most historic and certainly some of the most beautiful parts of Britain. Canadians made the most of their opportunity to see the sights and visit the age-old places which, but for war, they might never have seen.

RCAF Bomber Group found itself established in Yorkshire with its varied scenery, wind-swept, bleak moorlands, old-world villages and winding rivers.

Canadian-manned Halifaxes and Lancasters operated from such stations as Leeming, Wombledon, Dishforth, Dalton, Topcliffe, Middleton St. George and East Moor which have for years resounded to the tramp of RCAF feet, to the roar of RCAF engines, to the happy laughter of RCAF boys enjoying the atmosphere of the village “local,” and to the sound of their voices raised in song as they attended centuries-old parish churches.

Many an airman based in Yorkshire will return to Canada proud of the fact that he knew the countryside made famous by Emily Brontë in her “Wuthering Heights”; that he made a pilgrimage to Marston Moor where Cromwell won his decisive victory over the Royalists in 1644; that his feet trod the same bloody battlefield of Towton where the Lancastrian cause was defeated in 1461.

At Easingwold, RCAF men and women have seen the ancient parish coffin, once used to convey bodies of the poor to the grave where they were interred without coffins.

RCAF Bomber Group Headquarters was established in a castle, the country home of the Earl of Mowbray, taken over by the British Government for the RCAF. Hundreds of Canadians have worked within its old walls. From the windows of the great rooms, now converted into offices, wild deer and herds of long-horned Scottish cattle roaming and grazing over the greensward have added to the attractiveness of the surroundings.

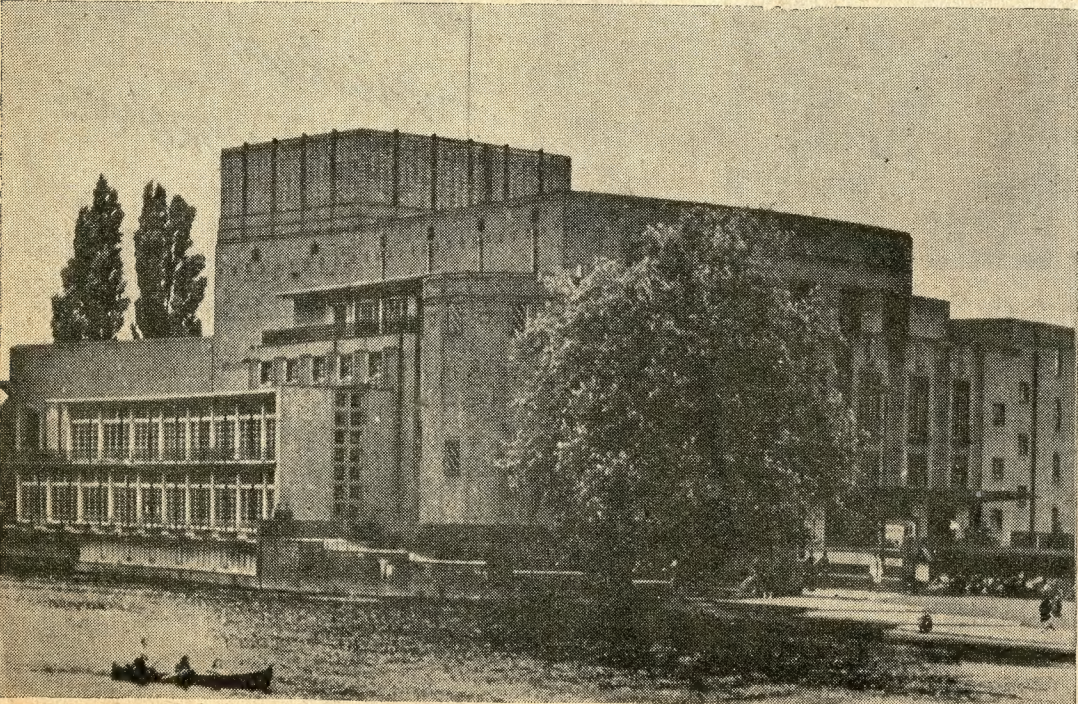
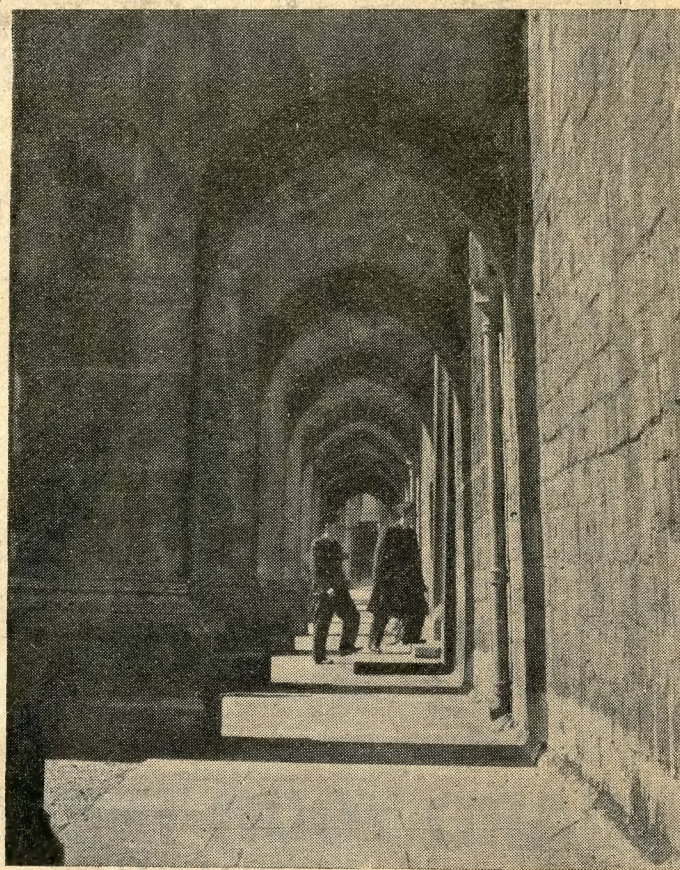
The ancient city of York with its stately Minster and medieval city walls has long been thronged with Canadian airmen and airwomen. They have explored its narrow streets, most famous among them The Shambles where two people could almost shake hands by leaning from opposite windows, and have reverently inspected every part of York Minster, largest medieval cathedral in England. It covers the site of a wooden chapel erected for the baptism of Edwin, King of Northumbria, and his Court, by Paulinus, first Bishop of York, on Easter Day, 627.

RCAF Coastal Command squadrons have been located in no less historic places. The Demon Squadron, which played a sterling role in Coastal Command work, operated from Bircham Newton, Norfolk, in the heart of the Fen district near by the Wash.

The famous City of Edmonton nightfighter squadron operated from Hunsden, north of London, as part of the defence of the capital. Theirs, however, was not as historic and picturesque a locality as those occupied by the equally noted Lynx nightfighter outfit and the Husky Squadron, first RCAF transport squadron formed in Britain.

The Lynx and Huskies were for some time based in Wiltshire. Not far from them was the region known as the Vale of the White Horse, described in the opening chapters of “Tom Brown’s Schooldays,” and bounded on the south by the Berkshire Downs. Somewhere in this region in the year 871 King Alfred defeated the Danes at the Battle of Ash-

(Continued on page 8, col. 3)



RADAR MEN SLAVE IN SECRET BUT SERVE WITH DISTINCTION

Canadians Formed Bulk of Silent Service Answering Urgent Call for Technical Aid

Sometimes, in war, certain stories—for security reasons—cannot be released. One such story has been that of the men of Radar. Now it can be told and it is essentially a Canadian story; a story which can take its place beside that of any branch of the Canadian fighting services.

Secrecy

Working quietly, unobtrusively and under an almost complete security black-out, Canadian radar mechanics have served on every fighting front from the Battle of Britain, to Alamein and D-Day. They have endured hardships and dangers won such awards as the MBE, AFC and DFC have been mentioned in dispatches; many have served for years at unavoyably grim and isolated outposts in the Far East, Equatorial Africa, the North African desert, Iceland, and at remote places in the United Kingdom and in Canada.

Their work has often been dull and monotonous. Rewards in promotions and amenities have sometimes not been as quick or as readily gained as in other branches of the service. Yet their work was vitally important. By their skill, persistence and application they played a role second to none in winning the war.

Britain's call to Canada for radar mechanics came first in June and July, 1940. Radar was given full priority; above air crew, above any service.

A call went out to Canada's "ham" radio men; for all who could pass the extremely difficult and technical course which had to be mastered by radar men. Many of the highest intelligence were inducted at once. Young men who had planned to volunteer for air crew were asked to reconsider and try the radar course. Doctors, lawyers, graduate engineers, teachers and radio men stepped forward to fill the breach that was to play a large part in turning the course of the war.

Overseas

These first men were sent to Britain almost immediately on completion of their course and in England, shared the bombings and hazards of the early Luftwaffe offensives.

Some were sent to the Middle East. One of these was F/L D. R. Thomson, Winnipeg. In the desert F/L Thomson took special Commando training and participated in a daring raid on enemy-held Tobruk in an effort to capture certain secret equipment. He was wounded and captured. He later escaped from an Italian camp but was recaptured and sent to Germany, where he remained until freed by the advancing Allies.

Another radar officer, F/L F. C. Anderson, Winnipeg, was in

the desert as far back as the Wavell offensives. He is listed as presumed dead, killed in action. Another who gave his life was S/L C. W. L. Hulke, Victoria. He is missing and presumed dead after the German re-invasion of the island of Corsica in the Eastern Mediterranean. He was mentioned in dispatches.

F/L L. G. Card, Cardston, Alta., served in Malta during its darkest days and was twice mentioned in dispatches. F/L W. H. Scotland, Norwood, Man., was killed in North Africa shortly after the win at Alamein.

As the war progressed radar men moved with it. F/L W. M. Lower, Toronto earned an MBE and was mentioned in dispatches following the invasion of Sicily. Radar men moved with the troops on D-Day and served in mobile units near the front during the advances. One of these was F/L G. C. Eades, Ottawa.

Radar Fliers

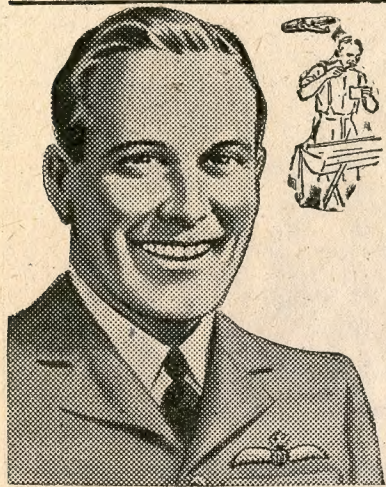
A few were able to volunteer for airborne radar work. Two of these were S/L A. E. Glazer, Toronto, and S/L G. A. "Sheriff" Muir, Winnipeg. Both earned DFCs.

Others with no opportunity for operational or front line service earned special recognition for their research work. F/L C. K. Burlingham, Winnipeg, earned the AFC for his work.

Thus it may be seen that radar was truly the silent service of the war. There were many reasons why silence was necessary. One was that if a man was known to be in radar, if he fell into enemy hands he was liable to be subjected to especially harsh treatment in an effort to make him reveal new developments or methods.

So they served quietly. But lest the few examples quoted be taken as indicative of the real contribution of Canada's radar men, it must be put on record that the over-all work was done by hundreds of the little men of radar—sergeants, corporals and LACs. They stuck to monotonous and dreary jobs in isolated and forlorn spots of the world. Many could see no action, earn no medals and bask in no glory.

The majority of radar mechanics in the British Empire forces were Canadians. They have done a wonderful job—a job of which Canada can be proud.



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* 'Milk of Magnesia' is the trade mark of Phillips' preparation of magnesia.

Escape From War

Sports to Stifle Post-War Boredom

Promotion of sports and physical fitness in the RCAF has always been regarded as an important factor in the maintenance of health, morale and esprit de corps, and nowhere have sports played a more significant part than overseas during the war.

Organized friendly competition in all sports which Canadians played at home in peacetime has given airmen and airwomen a temporary and very necessary escape from the strain of their job, the pangs of homesickness and the boredom of having nothing to do in their leisure time.

Many a cricket pitch, which for a hundred years had only heard the polite clap of hands and an occasionally "well bowled, sir," echoed to the full-throated shouts of Canadians getting their emotional release by cheering their own team, kidding the opposition and crying for the softball umpire's blood. Such scenes are an every day occurrence in war-time Britain and on the Continent.

Interest in Canadian games among other nationals in close contact with RCAF units is shown by their ardent desire to play these games. Numbers of Canadians have also fallen under the spell of cricket and English rugby, so lend-lease has been a two-way affair in sports as well as in the supplies of war.

Policy and administration of organized sports and the physical fitness program in working hours is the responsibility of S/L J. C. Steele, Vancouver, Senior PT & D Officer, RCAF Overseas. He is also responsible for organizing all RCAF overseas championships, which embrace every Canadian sport from ice hockey to horseshoes. These have been played all over the country from Edinburgh to Bournemouth. His department is also concerned with the training of air crew in dinghy drill, synthetic parachute training, swimming instruction and the supervision of games for night vision training.



In the field of leisure time sports activity the unit PT & D officer and NCOs have the valued assistance of supervisors of the Canadian Auxiliary Services Organizations and inter-unit games and district leagues are the joint concern of both PT & D officer and supervisor. The various DHQs also come into the picture and auxiliary services officers help promote and co-ordinate the leagues and championships of their respective districts.

S/L Steele has seen the overseas physical fitness program in sports and exercise develop from infancy in the first RCAF unit in the U.K. until the present time when it involves a staff of hundreds of RCAF specialists in sports and physical fitness activities.

It has not been easy to organize Canadian sports on isolated units, and improvisations were

frequent in the early days. Static water tanks were used for swimming instruction and dinghy drill. Lacrosse, softball, volleyball, Canadian rugby and horseshoes were played in cow pastures, reclaimed marshland and on the edge of airfields. Indoor games, such as badminton and basketball, were played in hangars, dining halls, barns and tents. Showers were taken in gas decontamination centres.

Camouflage netting served a double purpose in many instances where nets are used in games, and cricket practice nets suffered the ignominy of becoming softball and tennis backstops. Hockey was, in one part of Britain, played under a circus tent whose supporting poles stood in a row down the middle of the ice surface!

There is no Canadian sport which has not found its exponents playing it in unit and

district leagues and tournaments, and nearly all the major sports have culminated in overseas championships.

"Our objective," declared S/L Steele, "has been to offer to everyone on the unit an opportunity of playing his own particular sport and to motivate all RCAF personnel to take part regularly in games of an active nature for the health and enjoyment, friendship and recreation they would gain from participation."

He expressed a great deal of satisfaction with the response in the light of conditions and, figuratively speaking, took his hat off to the PT instructors, officers and supervisors in the field who, although having a long, arduous and uphill struggle, "have served with cheerfulness and devotion in a vital, but seldom appreciated, field."

RCAF OFFICER HAS BIG JOB FEEDING BELSEN SURVIVORS

Speedy Action Brings Order Out of Chaos When Internees Liberated

Task of feeding survivors of the notorious Belsen concentration camp has fallen on the shoulders of a 39-year-old Canadian educational officer, S/L John Proskie, Edmonton. Assisted by a British sergeant and with trucks from the British 2nd Army and the RAF, S/L Proskie fed more than 61,000 Polish, Hungarian, French, Russian and German victims from German stocks during the first few days of the camp's liberation. To-day his family has dwindled to 23,000.

Proskie first heard of his new appointment at six o'clock the morning of April 17. Travelling all through the night he reached Belsen at two the following morning. Although fighting was still in progress on all sides, the camp itself, following an urgent message from the commander of the 1st German Paratroop Army that typhus was raging in Belsen, had been declared a neutral area.

Chaotic conditions prevailed when Proskie arrived. The hunger-stricken internees, liberated but left more or less to their own devices, had run amok and there was looting and wholesale seizure of much-needed food stocks.

The bodies of thousands of dead were still lying in the camp when he set out for nearby Bergen village on his first food reconnaissance. He sought out a farm where former captives, out of control, were hindering farm work. Order was restored and quantities of cheese and butter were produced on subsequent days and added to Proskie's food store.

In one week alone food collections included 40,000 pounds of fresh meat, 68,000 pounds of onions and leeks, nearly 1,000 pounds of fresh strawberries and over 13,000 pounds of rhubarb. Twenty-six items made their appearance on the daily menu.

Several thousand, too weak to be moved from hospital, were receiving even richer fare. As a result of the food brought them by Proskie and his assistants, and the fine medical attention given in British-manned hospitals, the death rate was reduced from the 500 mark at the end of April to between 20 and 40 in June.

There were many revolting sights during the early days at the camp.

"At one time the dead were so thickly strewn about the camp that I had to pick my way carefully when walking about so as not to tread on them," he said.

Proskie enlisted in the RCAF in September, 1942, and was commissioned a year later, went to France in October, 1944, with the emergency task of supervising agricultural production and distribution in distressed areas.

Breadner Sweats Out Ticket Queue

Ottawa (CP).—A line of airmen, towels wrapped around their middles, were taking medical examinations at the big RCAF release depot at nearby Rockcliffe air station. Among them was an older man, stoutish and obviously getting special attention.

"I wonder who 'Pop' is?" a youthful pilot asked his gunner, next in line. "That guy looks darn familiar."



It was Canada's only air chief marshal, L. S. Breadner, CB, DSC, former chief of the air staff and later overseas chief.

Like other demobilising RCAF men, he went through the release depot formalities which included presentation of his discharge button. Getting release from the service the same day was Breadner's daughter, S/O Doris Reed.

VANGUARD

Vancouver (CP).—HMCS "Waskesiu," first Royal Canadian Navy warship to come to the west coast from the North Atlantic for refitting prior to going to the Japanese war, arrived in Vancouver recently.

ATA Praised by GSU Ferry Men

Air Transport Auxiliary, the semi-civilian organization which flies military aircraft from factory to delivery points, has earned the admiration of the Ground Support Unit pilots who ferry the same aircraft to the battle front.

"It shakes you when you see a Tempest whistle in to a neat landing and a man steps out who has only one arm, or a woman who shakes out her curls after she takes her helmet off," commented F/O William Beatty, St. Catharines, Ont. Beatty did a tour with a Canadian Typhoon wing before joining the ferry squadron.

Among former members of this wing now with the ferry squadron, he said, are: F/O Alastair McBride, Kingston, Ont., F/L Harry Hardy, Timmins, Ont., F/O John Roberts, Toronto, F/O Robert Fox, Regina, and two RAF pilots who were attached to the wing in Holland.

PoWs PICK BEETS

Winnipeg (CP).—Some 700 prisoners of war are at work on Manitoba sugar beet fields, it is announced.

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NO REST FOR TRANSPORT UNIT DESPITE WAR'S END

Husky Squadron Pilot Flew Nazi Naval Men to Historic Edinburgh Conference

To the average fighting flier in the European theatre, May 8, 1945, meant the end of a long road of danger, discomfort and death. They could breathe easier, clean weapons—some would never fire another shot in anger. But for members of the RCAF Husky squadron, it was just another working day, then and for a long time to come.

Mossie Chauffeur Taxis Auster Now

Temporary switch from the controls of a speedy City of Edmonton Squadron Mosquito to those of a tackweight Auster has been the assignment to F/L Bob Falconer, Toronto.

"I'm something like a taxi-pilot," he explained. "I stooge around Germany in the Auster with one of the men of the Disarmament squadron; fly quite low and of course very slow and touch down wherever they want me to. We cover hundreds of miles easily that way. If they didn't have the Auster they'd have to rely on road transport and the job would take up plenty of time."

Falconer claims he can land the Auster on "what almost amounts to a dime." He can touch down on a road if necessary and can stop in less than 50 yards.

In this, the final issue of WINGS ABROAD, we are taking this opportunity of saying, "Thank you!" to all our friends in the RCAF, for the pleasure they have given us in being able to serve them. All good business is based on mutual confidence, and we trust that the confidence our RCAF customers have given us has been amply repaid.

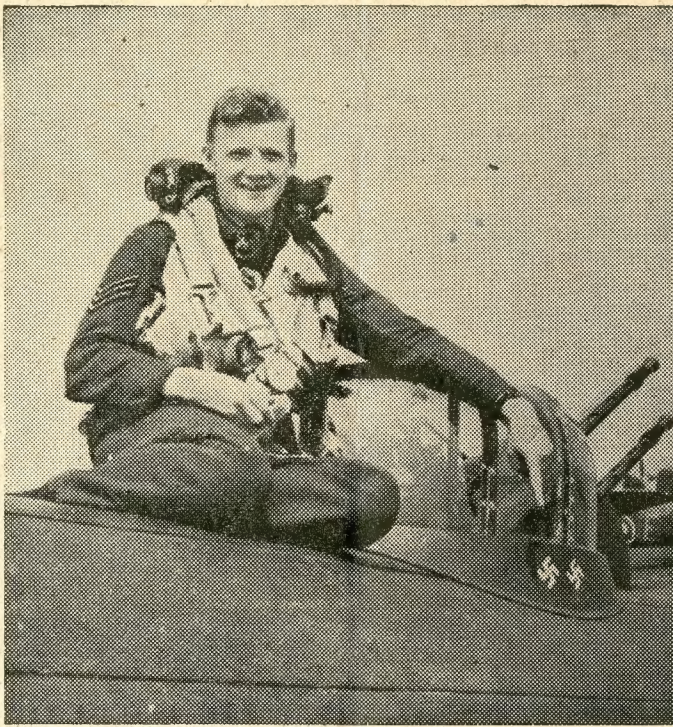
As many members of the Service have returned to Canada and many more are hoping to be back in the very near future, we would like to just say, "Au Revoir" and NOT "Farewell", because through the combined efforts of the RAF and the RCAF, the Atlantic is now a very narrow river, and we hope that in the days to come we may have the pleasure of greeting many of you again.

In the meantime... THANK YOU AND GOOD LUCK!

W. T. KING
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GROUP'S No. 1 GUNNER



P/O Peter Engbrecht, CGM

With the destruction of five enemy aircraft and a sixth probably destroyed, P/O Peter Engbrecht, Whitewater, Man., remains the war's top-scoring gunner from the Canadian Bomber Group in Britain, a statement from Group HQ indicated recently.

From the date of formation of the RCAF Group on January 1, 1943 to the end of European hostilities, Group aircraft had 1,312 encounters with enemy planes of which 701 were in 1944. Canadian guns accounted for 231 of the enemy attackers, of which 116 were confirmed as destroyed, 24 were probably destroyed and 91 damaged.

Few other RCAF gunners approached the individual score totalled by the then 21-years-old Engbrecht. For his achievements he received the CGM. During most of his operations, the gunner was a flight sergeant but commissioned at the completion of his tour.

His career was unusual from its beginning. He was a Mennonite member of a sect opposed to war participation. However, the other members of the Whitewater community approved his enlistment in 1941, probably the first air force enlistment of a Mennonite.

Engbrecht served at Canadian stations as a waiter canteen steward and batman. He worked as a GD overseas and an Armorer's assistant before remustering to air crew and getting his brevet in 1943. He took part in his first op with the Tiger squadron against Le Havre on May 26, 1944.

He began his score of destroyed the following night when the Canadians bombed a German military camp at Bourg-Leopold.

An Me110 attacked. The rear gunner's guns were put out of action and the plane's intercom system disrupted. With three of his four guns useless, Engbrecht destroyed the attacking fighter.

Later a FW190 tore in and Engbrecht hit the enemy's fuel tank and the Nazi plunged to earth. On this trip, he had defended his bomber during 14 separate attacks. Two weeks later, he destroyed an Me109 and an Me110 during a raid on marshalling yards at Versailles-Matetot. The night after his investiture in August, he and the rear gunner, F/S G. C. Gillanders DFM, Vancouver, shot down an Me210 which had just shot down a fellow Canadian bomber. Gillanders is also one of the Group's high scoring gunners.

Two Oshawa gunners of the Goose squadron performed a similar combination feat last November at Oberhausen. F/S Sam Shutka and F/S Tom Romanchuk fired together at an Me110 and saw it go up in flames. Within a few minutes, they blasted an Me210 hit the port engine and watched it spiral to earth. The next night they downed another fighter during a raid on Bochum.

Their teamwork started back in Canada when they attended school together, enlisted and trained together. Both are of Ukrainian descent.

Wingate Circus Flier Here After Release From Japs

A member of Wingate's flying circus and first Canadian flier to be released from a Jap prison camp and returned to England, F/L Kenneth Wheatley, Banff, Alta., has arrived at a RCAF Released POW camp in the UK. Wheatley was serving as Air Liaison Officer when captured in April, 1943. He was released two years later when a retreating Jap column left him behind.

With him at the time of liberation was another RCAF officer, F/L Melford Haakenson, Beau-fighter pilot from Peace River, Alta. He will arrive in the UK shortly with other Canadian officers who were held by the Japs at Rangoon. They include F/L H. A. Ivens, Thunderbolt pilot from Wilkie, Sask., P/O J. Yanota, Mosquito navigator from Blairmore, Alta., F/O A. K. Cuddy, Beau-fighter navigator from Sundford, Man., and a Canadian Army officer serving with the Indian Medical Service, Major McLeod, Kingston, Ont.

Wheatley joined Wingate's group in December, 1942, after the Hurricane squadron he was with was forced out of Burma by the Jap invasion. He was captured during a mission which took his group far behind Jap lines, and was sent by train to prison in Rangoon. There were some 600 Allied prisoners in a civilian jail. All new prisoners were given solitary confinement, which was stretched to one year for air crew shot down between late 1943 and early 1944.

"Rice comprised almost our entire diet," he said. "We had rice for breakfast, again at lunch, with a clear soup, and again in the evening with a sort of stew. We were issued dry food and cooked it ourselves. We used to eat 'rice bran' to give us vitamins. It was more a medicine than a food."

More than 40 per cent. of the prisoners held in Rangoon died of malnutrition, Wheatley reported. He said the Japs, towards the latter part of their imprisonment, gave them a few medical supplies such as iodine, a little quinine, bandages.

Escape was out of the question

Supervisors Save Youth From River

Quick action by two YMCA supervisors, Cam Craik, Saskatoon, and Roy McIntyre, Fergus, Ont., saved a drowning Nottingham youth, John Beasley, who was swimming in the River Ouse.

Beasley floundered in the water, cried for help and then disappeared beneath the surface. Craik stripped off his jacket and dove into the water. Following the directions of McIntyre he was finally guided to the spot where Beasley sank and then dove in search of him. The coming dusk prevented him from seeing the boy in the dark waters but he felt around the mud and managed to grab the youth's bathing suit and drag him to the surface. McIntyre, who had by this time plunged into the river, helped tow the unconscious body to the shore. While other witnesses called an ambulance the two supervisors applied artificial respiration.

PREFERENCE

Guelph, Ont. (CP).—Dr. G. I. Christie, president of Ontario Agricultural College, announced that priority registration at the college next fall will be given to veterans of this war and sons of farmers.

because of language differences, difference in skin coloring, and the fact that most Burmese were forced to report any Allied men they saw.



An enemy jet pilot must have been surprised when a Lancaster bomber traded roles with him and did the attacking. Pilot of the RAF bomber was F/O G. Withenshaw, Verdun, Que., and with him as air-bomber was F/O J. R. Drewery, Stouffville, Ont. When the Nazi jet job was reported, they didn't waste any time. They had just bombed Pforzheim, and when the crew first saw the enemy he was about 2,000 feet away. F/O Withenshaw didn't waste any time on evasive action. He opened his throttles and dived on the hurtling fighter.

F/O Drewery, from his post in the nose, gave the fighter three short bursts and watched the Hun fighter fall away in flames until it exploded on the ground. He was awarded the DFC for this action, and Withenshaw received the same decoration a month later for a three-engined attack on Misburg. In four combats no enemy cannon ever hit their aircraft. But over Mannheim they scored hits on a Ju88. While evading the Ju they were hit by flak, and on another trip over Bremen they were holed seven times.

Since he finished a tour with a RAF Lanc crew, F/L R. A. Lamont, DFC, Vancouver, has been acting navigation leader on a RAF squadron. Skipper of his crew was W/C A. F. Hamilton, DSO, DFC. Lamont finished his tour along with F/O W. Scales, DFC, Winnipeg, air-bomber, who now is back in Canada. Going in to bomb Cologne, they were attacked by a Ju88, but escaped by evasive action after getting a few bullet creases through the fuselage. Another experience for these men came over Essen, when they were coned by searchlights and flak punched holes in their tail plane.

S/L D. Robb, DFC, AFC, Winnipeg, ended his tour on a different kind of mission from that with which he started. A flight commander in a RAF Lanc squadron, his final trip was to drop food to hungry Hollanders. Now he expects to be back in Canada soon after 3½ years in Britain. Closest call of his tour came when a motor failed at take-off. Without sufficient power to lift the heavy Lancaster off the runway, he crashed through hedges at the end of the concrete, roared across a grassy field, and then managed to stagger into the air on three engines in typical ski-jumping style.

Fortunately, the airfield was built on a hill and ended abruptly in a valley. S/L Robb used the valley to good effect and was able to get airborne. While he clung grimly to the controls his RAF flight engineer handled the throttles to give him full power. The crash wagon and ambulance already had started for the spot when flying control saw the bomber lift into the air. On another occasion he and his crew had to dodge flak and went through a rough session with an enemy fighter.

Excitement has been in abundant supply for the bomber men who have lugged their loads over German targets. Added to the hazards of enemy defences have been traffic jams in the air lanes and now and then a mid-air collision involving heavy bombers. In a front seat during one of these was F/L J. P. Dixie, DFC, New Westminster, B.C. It was over Ludwigshafen when his Lanc and another came together. The terrific impact crushed the tail of his aircraft, killing the rear-gunner and leaving only half of the starboard rudder.

Dixie's plane dived, momentarily out of control, and he gave the order to put on parachutes. But when he pulled his Lanc out of its plunge he found that by using his ailerons and the fragment of rudder he still could steer. Not knowing whether the tail gunner was dead or unconscious, the mid-upper gunner, W/O W. Crabe, Fingal, Ont., risked his life to find out. The rear turret had been twisted sideways and firmly wedged. Teetering dangerously into the slip stream, Crabe chopped his way into the turret and knotted a rope around his comrade's waist. His action won for him the CGM.

There have been other high moments in Dixie's tour. Flak broke the perspex in his aircraft while over Coblenz, and the shattered glass, mixed with small chunks of metal, peppered his left eye. En route to Bremen, Dixie lost his port outer engine when crossing the French coast, but he pushed on to bomb the target. He was all alone over the target at 9,000 feet, a solitary mark for concentrated flak. Flying as wireless operator was P/O John Long, Ottawa.

Three officers whose homes are only a few streets apart in Toronto's Balm Beach district, fly with the same crew in a RAF Lancaster squadron. They crewed up when they met at OTU in Britain. They are F/L J. A. McWilliams, pilot, F/O E. Ruse, rear-gunner, and F/O E. Taylor, gunner. Ruse, 38, and Taylor, grey-haired at 37, are among the oldest air-gunners in the RCAF. Twice they saved their younger crewmates from enemy fighter attacks over Kassel and Hanau. Each time they drove off the attackers. At Hildersheim flak punctured the port tailplane, three feet from Ruse's turret. Over Bremen they encountered their worst flak, but McWilliams threaded his way through unharmed. Their most memorable targets were Heligoland and Berchtesgaden—Heligoland because they saw it take the worst blasting they'd ever seen and Berchtesgaden because it was Hitler's hide-out and their last bombing effort of the European war.

When things get
your back up—



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HOME TALENT

(Continued from page 4.)

peared in 110 performances before 35,000 people. Five members of the original cast of nine are now overseas. The company began a tour of the Continent on May 17, 1945.

The members of these Canadian concert parties have become very popular with radio and concert circles in Britain, and calls are continually being made for their services, apart from their regular performances. Many members of the companies have willingly given up their days off to travel to London to make broadcasts, appear on special programs, or help entertain service men and women at London's Stage Door Canteen.

Several artists have been approached by British producers, who have assured them that they have a glowing future in theatre, and some have arranged to return to Britain after the war to take promised engagements. One Sgt. Neil Chotem, Winnipeg, an accomplished pianist, was offered a scholarship at the Royal College of Music, London, and is hoping to return to Britain to avail himself of it after he leaves the RCAF.

One of the primary objectives of the Entertainment Branch of Auxiliary Services to-day—especially since, with the European phase of the war over, time often hangs heavily on station personnel—is to promote and build up self-entertainment on stations. Artists are being sent to RCAF units to encourage station shows and induce men and women of the RCAF with talent, perhaps long hidden because of the war, to get up at such shows and sing, play, dance or otherwise entertain. Several air crew officers have been engaged by the Entertainment Branch to work as entertainers

GROUND CREWS GRAB AIRFIELD

Canuck Leads Flight In Veteran RAF Unit

Eighty fitters, radio mechanics and other ground crew men of an RAF Spitfire bomber squadron, carrying full kit and armed to take part in any fighting during the combined operation that led to the fall of Rangoon, made it possible for Spitfires to operate from the advanced airfield of Mingaladon, 10 miles north of the Burma capital.

One of the two flight commanders of the unit, which was the first to operate from the airfield, was F/L F. A. P. Agnes, Grand River, Que.

The ground crews landed from assault craft and spent their first two nights ashore without protection from torrential rain, sleeping on flooded paddy fields. Their task was to reach Mingaladon and have stores and equipment ready for the first fighter aircraft to touch down.

The field was pitted with bomb craters and ditches dug by the Japs. But the 80 men completed the job of servicing the airfield in plenty of time. The squadron was the first in Burma on the Akyab front, took part in the air cover given to both the Ramree and Akyab landings and can claim a large share of credit for immobilising river craft on which the Jap army depended for transport.

Mounties Battle Rehab Racketeers

Montreal (CP).—Specially picked RCMP officers, all war veterans themselves, are investigating "rackets" involving rehabilitation grants to ex-service men. Supt. J. Brunet, officer commanding RCMP detachment here, has warned that new methods are tried every day to part vets from their credits.

after they have completed their tours of operations.

S/L Cootie is in charge of the overseas entertainment section of Auxiliary Services, assisted by F/O Mel Keay, Toronto, F/S William Barker, Ottawa, is chief stage technician, and Cpl. J. Goodson, Montreal, is script reader and advisor on scripts.

Personnel Take Advantage Of Chance to See England

(Continued from page 5.)

down. Not far away, at Dragon's Hill, legend says that St. George slew the dragon.

The City of Vancouver bomber squadron operated from Gransden Lodge, a short distance from Cambridge, whose university, myth has it, was founded by Prince Cantaber of Spain in the Year of the World 4321, although, in fact, it probably grew up around the religious establishments of the early 12th century.

Plymouth Hoe, Devon, where Drake tarried to finish his game of bowls and then had time enough to smash the Spanish Armada, has heard the roar of Canadian fighter aircraft, earlier defending Britain and later on the offensive against the Hun on the Continent. The smugglers' coves of Cornwall, the beaches of Hastings, Kent, over which William the Conqueror's men swarmed in 1066 much as Hitler's hordes might have done, have heard it, too. The Lorna Doone country of Devon has played host to RCAF air and ground crew alike.

Steeped in history is that area of England whence RCAF personnel returning to Canada have sailed by thousands. The RCAF Repat Depot at Warrington, near Liverpool, stands in the manufacturing district of Lancashire. Itself an ancient town, Warrington is noted for the manufacture of wire, chemicals and soap. A statue of Oliver Cromwell marks the site of his victory over the Scots under the Duke of Hamilton in 1648. Warrington was also the place of origin for both Independent and Primitive Methodism. The first total abstinence society was founded there in 1830.

To Bournemouth, one of England's most attractive seaside resorts, have come new RCAF arrivals in Britain, and, after VE-Day, hundreds of returning ex-PoWs. No city in Britain could be calculated to create a more favourable first impression of England in the minds of Canadians than Bournemouth, venue of the RCAF's Personnel Reception Centre.

It has been called a "city set in a garden," and Thomas Hardy described it under the name of Sandbourne in his "Tess of the D'Urbervilles" as a "Mediterranean lounging place on the English Channel." Here, air-

crew waiting postings and ex-PoWs recuperating from their unfortunate contact with Nazi "Kultur" have found hospitality from the local inhabitants, dancing, entertainment, cafés, a fine sunny beach, good bathing and semi-tropical foliage and flowers among which to enjoy themselves.

Ancient Gloucester is another city to which new arrivals have been sent to await postings elsewhere. Their actual reception centre was a few miles from the city, at Innsworth, but near enough to town to allow easy visits there by RCAF men and women with time on their hands. Besides the old-fashioned inns and hotels with which the city abounds, the cathedral, dating back to 823, has been a constant attraction for the Canadians, while those who would hike or cycle have been enabled to enjoy the beauties of the easily-accessible Cotswold Hills, where rises "Old Father Thames," and the Wye Valley and the Forest of Dean.

It is natural that London should have attracted RCAF boys and girls. They have flocked there in their thousands from all parts of the country, but in no one part of the Metropolitan area have they been seen in so concentrated a manner as in the Borough of Holborn where, in two large buildings on either side of the verdant Lincoln's Inn Fields, RCAF Overseas Headquarters has been located.

Smallest borough in London but one of the most historic, Holborn has provided a wealth of interesting sights and scenes for visiting Canucks. Within its boundaries, John of Gaunt died. Disraeli was born, Dickens wandered and conceived many of the beloved scenes and characters of his books, Cromwell and his Secretary of State, John Thurloe, plotted and schemed.

Not only England, but Scotland, Northern Ireland and Wales with their varied beauties and interests have been hosts to Canadians and Canadian squadrons. From ancient Tain and Inverness, through Edinburgh, a Mecca always for thousands of sight-seeing RCAF airmen and airwomen, to Castle Archdale and Pembroke Dock, in Northern Ireland, and the Island of Anglesey off the Welsh coast, Canadians have gone to operational stations.

HMCS 'ONTARIO' LEADS FLEET

Queen of Canadian Navy Commissioned

Ottawa (CP).—Navy Minister Abbott announced the commissioning and trials overseas of the queen of the Canadian fleet—the new cruiser "Ontario"—and said that "within a short space of time" she would take her place at the head of Canada's Pacific Fleet.

Captain Harold Grant, 42, Halifax, decorated for a successful Royal Navy cruiser action against German destroyers in the Bay of Biscay and against German shore batteries near Cherbourg, "will in all probability be recognised as Senior Canadian officer of the 60-ship fleet which will be Canada's contribution to the war against Japan."

The "Ontario" is the second cruiser given to Canada through mutual aid in reverse from Britain and, like her sister ship, "Uganda," was originally slated for service in the Royal Navy. The cruisers were allotted to Canada when the RCN decided to enter the "big ship" field.

Regina Man New Lieut.-Governor

Ottawa (CP).—Prime Minister Mackenzie King announced the appointment of R. J. M. Parker, Regina, as Lieutenant Governor of Saskatchewan.

Parker, former Municipal Affairs Minister in the Saskatchewan Cabinet, succeeds Thomas Miller, publisher of the Moose Jaw Times Herald, who died after a four month term as lieutenant-governor.

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Mossies Shatter Existing Record

London, Ont. (CP).—Mosquito bombers, conditioned and tested here, recently shattered the existing speed records from Newfoundland to Great Britain and from here to the Azores. F/L H. C. Graham took one plane from Gander to Scotland in five hours 38 seconds, and Captain J. G. Naz followed him one hour later to shave one minute from the mark. Several days later F/O B. M. Smith, Hamilton, flew from London to the Azores, a distance of 2,804 miles, in eight hours 32 minutes for another record.

OLDEST SWEAT

Winnipeg (CP).—Called Canada's oldest soldier, Private Jim Barber, Veterans' Guard of Canada, recently admitted he was 70 years old, and soon will obtain an honorable discharge. He has served in three wars during 51 years of service.

Money Trouble

Closing day has brought its problems, among them one which concerns the people who have subscribed to the paper and not yet reached the end of their quota of copies. Fortunately we saw the end and avoided subscriptions in recent months, but "what to do with the money that is left?" has been giving us a few bad moments recently.

Since most of the outstanding amounts going to individual subscribers are a matter of shillings or even in some cases pennies and the people concerned are scattered all over the face of the earth, you can see that it involves a lot of book-keeping, letter-writing and postage to reimburse the individuals with the balance of their prepaid subscriptions.

In order to solve this problem, it seemed to us that most subscribers with small balance owing might well be glad to fall in line with WINGS ABROAD's own plan for placing our cash balance where it will do the most good. Yes! We have been able to operate the paper, thanks to your support and that of our advertisers, at a profit, and vote the cash balance on hand to the RCAF Benevolent Fund.

Since the money outstanding on the subscriptions is part and parcel of that cash balance, it seems reasonable that you might like to waive your claim to refund and let the Benevolent Fund be the winner.

If anyone having an outstanding balance of a prepaid subscription with WINGS ABROAD as of this, the last issue, would care to have the money refunded, it is here waiting for word to that effect. Write us before September 30, 1945, and your money will be immediately sent to you by postal order, otherwise thanks again for your support, and this too on behalf of the RCAF Benevolent Fund.

ENTERTAINMENT GUIDE

THEATRES

ALDWYCH. Tem. 6404.
Evs. 6.45. Mats. Wed., Sat., 2.30.
FIRTH SHEPARD presents
TO-MORROW THE WORLD
Robert Harris, Elizabeth Allan,
Jean Cadell, David O'Brien

HIPPIDROME. Ger. 3272.
Evs. 6.45. Weds., Sat., 2.15.
Tom Arnold presents IVOR NOVELLO
in His New Romantic Musical
PERCHANCE TO DREAM

PALLADIUM. Argyll Street. Ger. 7373.
Twice Daily at 2.30 and 6.20.
GEORGE BLACK'S new Musical Funfare
HAPPY AND GLORIOUS
With TOMMY TRINDER.

PRINCE OF WALES THEATRE. Whl. 8881.
Twice Daily at 2.30 and 6.10.
GEORGE BLACK'S GAY MUSICAL
STRIKE IT AGAIN
With SID FIELD.

STRAND. Tem. 2660.
Evs. 6.30. Mats. Thurs. and Sat. 2.30.
FIRTH SHEPARD presents
ARSENIC AND OLD LACE
Lillian Braithwaite, Mary Jerrold,
Naughton Wayne, Edmund Willard.
Third Year.

WHITEHALL. Trafalgar Sq., Whl. 6692
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Sundays: continuous 3.30-9.

EMPIRE. Leicester Square. 10.0-10.0.
Second Week.
NATIONAL VELVET (U)
With Mickey Rooney, Donald Crisp,
Elizabeth Taylor.

GAUMONT. Haymarket. Whl. 6655.
RODDY McDOWALL, PRESTON FOSTER
THUNDERHEAD, Son of Flicka (U)
Betrayal from the East (A), &c.
Weekdays from 11 a.m. Sundays from 3.30.

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LEICESTER SQ. THEATRE. BOB HOPE
in
THE PRINCESS AND THE PIRATE (A)
Perfs. 12.10, 2.30, 4.50, 7.10.

LONDON PAVILION. 10.0-10.0.
Fourth Week.
Two Cities Films presents
THE WAY TO THE STARS (U)

MARBLE ARCH PAVILION. May. 5112.
LAURENCE OLIVIER in
HENRY V (U)
(In Technicolor)
Perfs. 10.30, 2.30, 6.30. Sundays 3.30 & 6.30

NEW GALLERY. Regent St. Reg. 8080.
WALT DISNEY'S
THE THREE CABALLEROS (U)
(In Technicolor)
Weekdays from 11.0. Sundays from 3.30.

NEW VICTORIA (G-B.) Opp. Vic. Stn.
Phyllis Calvert, James Mason
THEY WERE SISTERS (A).
with Hugh Sinclair.
Weekdays: continuous 11.45-10.
Sundays: continuous 3.30-9.

ODEON. Leicester Square. Whl. 6111.
GINGER ROGERS, JOSEPH COTTEN,
SHIRLEY TEMPLE

I'LL BE SEEING YOU (A)
Weekdays, 11.0, 1.20, 3.40, 6.0, 8.20.
Sundays, 3.30, 6.20.

PARAMOUNT. Eus. 4175. Tottenham Ct. Rd.
CHARLES LAUGHTON, ELLA RAINES,
THE SUSPECT (A)
OLSEN & JOHNSON
GHOST CATCHERS (A)
Next week: **BRING ON THE GIRLS (A)**
Tech. **HIGH POWERED (A)**

TATLER THEATRE. Charing Cross Rd.
ANGLO-SOVIET SEASON
The Story of a Great Russian Poet.
LERMONTOV (U)
Weekdays: continuous 12 to 10.
Sundays: continuous 3.30-9.

TIVOLI. Strand. Temple Bar 5625.
Hedy Lamarr, George Brent, Paul Lukas
EXPERIMENT PERILOUS (A)
Weekdays: continuous 11.45-10.
Sundays: continuous 3.30-9.

WARNER. Leicester Square. Ger. 3423.
HUMPHREY BOGART in
ERNEST HEMINGWAY'S
TO HAVE AND HAVE NOT (A)
with WALTER BRENNAN and LAUREN
BACALL
For times of showing see Daily Press.

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